

Message Text

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64

ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 SS-20 NSC-10 L-03 H-03

PA-04 PRS-01 USIA-15 DOTE-00 IO-14 SPC-03 TRSE-00

DRC-01 NEA-10 /141 W

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R 201610Z NOV 73

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 4900

INFO AMEMBASSY BERN

AMEMBASSYATHENS

AMEMBASSY BONN

AMEMBASSY BRUSSELS

AMEMBASSY COPENHAGEN

AMEMBASSY HELSINKI

AMEMBASSY LISBON

AMEMBASSY LONDON

AMEMBASSY LUXEMBOURG

AMEMBASSY MADRID

AMEMBASSY OSLO

AMEMBASSY ROME

AMEMBASSY STOCKHOLM

AMEMBASSY THE HAGUE

AMEMBASSY OTTAWA

AMEMBASSY VIENNA

UNCLAS PARIS 29899

E.O. 11652: N/A

TAGS: ETRN, XG

SUBJECT: CIVAIR: ECAC POSITION ON NORTH ATLANTIC FARES

REF: LONDON 13220

ECAC SECRETARIAT HAS PROVIDED US WITH TEXT OF TELEX
SENT NOVEMBER 19 TO CAB CHAIRMAN TIMM BY HANS RABEN OF
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NETHERLANDS, FIRST VICE PRESIDENT OF ECAC, ACTING

ON BEHALF ECAC PRESIDENT VERES. TEXT FOLLOWS:
QUOTE. I THINK IT USEFUL TO INFORM YOU THAT I HAVE SENT
TODAY THE FOLLOWING MESSAGE TO MR. HAMMARSKJOLD,
DIRECTOR GENERAL OF IATA:
A NUMBER OF THE EUROPEAN STATES CONSTITUTING ECAC
MET ON 9 NOVEMBER REPRESENTATIVES OF THE UNITED STATES AND
CANADIAN CIVIL AVIATION AUTHORITIES. AT THAT MEETING
THE EUROPEAN STATES ANNOUNCED THEIR INTENTION TO ACCEPT THE
CURRENT IATA PROPOSALS FOR NORTH ATLANTIC FARES SO AS TO
AVOID PROLONGED
UNCERTAINTY FOR BOTH CARRIERS AND THE TRAVELLING PUBLIC.
NOTWITHSTANDING THE FACT THAT CERTAIN ECAC STATES HAVE RESERVATIONS
ON SOME PARTS OF THE IATA PACKAGE, THEY TOOK THE VIEW THAT DIS-
APPROVAL
OF THE IATA PACKAGE WOULD RESULT IN CONFUSION AS IN 1972-73
COMPOUNDED ON THIS OCCASION BY MONETARY AND OTHER UNCERTAINTIES.
THEY ALSO FEARED THAT REJECTION WOULD LEAD NOT TO THE FORMULATION
ON THE SHORT TIME AVAILABLE OF AN ECONOMICALLY MORE DESIRABLE
SET OF PROPOSALS BUT WOULD BE MORE LIKELY TO FORCE CARRIERS BACK
TOWARDS MAINTAINING THE STATUS QUO. THE EUROPEAN STATES
STRONGLY SUPPORT THE FARES RESEARCH PROGRAMME BEING UNDERTAKEN
BY IATA AND BELIEVE THAT CHANGES IN THE STRUCTURE OF
NORTH ATLANTIC FARES SHOULD BE CONSIDERED IN THE LIGHT
OF THE COSTING, MARKETING AND OTHER DATA PRODUCED BY THE
RESEARCH PROGRAMME. THEY STRESSED THE IMPORTANCE OF IATA
PRODUCING A SUBSTANTIALLY IMPROVED FARES STRUCTURE FOR THE NORTH
ATLANTIC BASED ON THESE STUDIES IN TIME FOR CONSIDERATION
AND APPROVAL BY GOVERNMENTS AND INTRODUCTION FROM NOVEMBER 1974.
THIS MESSAGE BEING COPIED TO JF CLARK CANADIAN TRANSPORT
COMMISSION. UNQUOTE.IRWIN

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NNN

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